PRESENTED

App. F. IX-4

19~~4~~2.

RT File No. 54-42

Previous References (R.T)

Serial Nos. 1 and 2.

Letter References.

GENERAL AND REVENUE SECRETARIAT.

Reserve

17/5/43

Serial Nos. Two.

Part B for July '43.

SUBJECT.

Exemption of private Motor cycles and cars from payment of tolls at all interior toll-gates other than Bridge Toll-gates.

To

The Comptroller M. of F.

T 3528 / R.T 54-42-2 Dated 29th June '43

WD 0418—GPB—22,500—23-8-36

Serial No.

* * * * * *

1 The Report of the Road Classification Committee is placed below for perusal:-

2. The recommendations of the Committee which require examination by the Traffic Board are those contained in paras 1 to 4 of Chapter IV of the Report.

3 The Committee have recommended the abolition of all the interior toll-gates excepting those on bridges recently constructed and at places where there is heavy traffic in timber, stone and fuel. The Committee have recommended retention of the following interior toll-gates:-

Thalaghattapura (Bangalore Taluk),
Hampapura (Heggadadevankote Taluk),
Nallurpala (Hunsur Taluk),
and Tarikere,

where there is heavy traffic in timber and fuel and at bridges at T.-Narsipur, Akkihebbal, Gorur, Ramanathpur and Tirthahalli.

4 The Committee do not recommend enhancing the present rate of toll on motor vehicles at the interior toll-gates. The abolition of the interior toll-gates recommended by the Committee will result in loss of revenue to Government. In order to recoup the resulting loss of revenue, the Committee have recommended that present rates of half-yearly tax on motor cycles be raised to the level of the rates prevailing in

Serial No.

& M. Station and that the rates of 'Short-term licenses' be enhanced so as to correspond to those obtaining in the Madras Presidency. These increased rates are expected to give an additional revenue of about Rs.60,000/- as against a loss of revenue of about Rs.55,000/- due to the abolition of interior toll-gates.

5 To give effect to the proposed revision of motor vehicle taxes, it will be necessary to amend the present Mysore Road Traffic and Taxes Act VI of 1935. The Mysore Motor Vehicles Bill is now ready for being placed before the legislature and after it is passed into law, it will also be necessary to amend the Road Traffic and Taxes Act. Further, due to the rationing of petrol and tyres, it may perhaps be not very opportune to enhance the taxes on -- motor vehicles at present. In the circumstances, it is for consideration whether while accepting the recommendations of the Committee the necessary amendments to the Act may be made after the passing of the Mysore Motor Vehicles Bill. The abolition of the interior toll-gates may perhaps be postponed till then.

(Intd.) G.M.
21/4/43.

LAW SECRETARY)

6 The question may be considered after the Motor Vehicles Bill is passed into Law.

(Intd.) C.N.S.
23.4.43

MINISTER FOR LAW)

7. The proposals may be accepted and given effect to

T. B. F. 13]

Mysore Traffic Board | File No. | of 194 .

Serial No.

from 1st July next.

(Intd.) K.V.A.
28/4.

DEWAN)

8 I agree. It should be quite sufficient if the Road Traffic and Taxes Act is amended. We need not wait for the New Motor Vehicles Bill to be passed. That will take time.

9 May be disposed of by circulation.

(Intd.) N.M.
1/5/43.

(Intd.) K.V.A.
3/5.

(Intd.) C.N.S.
3-5-43.

(Intd.) G.M.
4/5.

CHIEF SECRETARY)
W/c.

Submitted.

10. Action has been taken separately with regard to obtaining the approval of the Legislature for the amendment of the Schedule. A Resolution in that behalf is expected to be moved on the first day of the meeting of the Legislative Council in the June 1943 Session.

11. Out of the 25 Interior toll gates appearing in the list placed below, the following 10 toll gates are proposed to be retained and the rest abolished :—

Toll gates where there is heavy traffic in timber, stone & fuel.	Toll gates on bridges recently constructed
1. Thalaghattapura.	1. T. Narsipur.
2. Hampapura.	2. Akkihebbal.
3. Nallurpalya.	3. Gorur.
4. Tarikere.	4. Ramanathapur
	5. Mirthahalli.
	6. Jog.

Total. 10.

WD 07201—GPB—5,000—1-11-40

Abolition of Interior toll gates.

121

File No. 194 . Mysore Traffic Board.

Seria No.

Orders are now solicited on the following points:—

(i) Whether the D.C.'s of districts may be addressed to take preliminary action such as disbandment of staff, their absorbtion, disposal of articles of furniture etc. in respect of the remaining 15 toll gates to be abolished, pending the issue of final orders regarding their abolition with effect from 1st April 1943 and

(ii) Whether the motor cycles, cars and agricultural lorries paying half yearly Vehicle tax should:—

(a) continue to pay tolls at all the ten toll gates proposed to be retained, or

(b) be required to pay toll only at the six toll gates on bridges recently constructed, or

(c) be exempted from payment of toll at all the ten toll gates to be retained.

SECY. LAW DEPT. GOVT OF MYSORE

11/6

13) Forwarded 11/6

Lucky

14) i) The D.C.'s may be addressed to take preliminary action as suggested above

15) ii) When taxes are increased there will be no justification for continuing to pay tolls at the interior toll gates.

16) please note whether

Abolition of Interior Toll gates:-

M. T. B. F. 13]

Mysore Traffic Board | File No. | of 194

Serial No.

loss of
the additional revenue of
Rs 6'6'000/- as against the
increased Rs 60,000/- includes
the loss on the ten toll gates
if exemption is granted
completely. Also it will show
will be the loss of exemption
is granted in respect of the
four gates only which will be
the loss of exemption is granted
in respect of six toll gates

Ans
13-6-43

Submitted:-

17) Reference --- Para 14 --- Action has been taken
separately in the matter.

18. Refce:- Para 16 --- This reference is invited to the statement× of Interior Toll gates placed below. It will be seen therefrom that the loss of Rs 55,000/- is only from Toll gates proposed for abolition (excluding those to be retained). If exemption is granted in respect of motor vehicles at only the four Toll gates where there is heavy traffic in timber, fuel etc, the loss of revenue would be about Rs 11,300 & the loss would about Rs 16,300 if exemption is granted at the first four bridge Toll gates proposed to be retained. The figures in respect of the last two toll gates are not available as they commenced to late during the current year.

15/VII/43

WD 07201—GPB—5,000—1-11-43

Exemption of Inferior Toll gates. 1369

File No. of 194 . Mysore Traffic Board.

Serial No.

20 The figures given above represent the aggregate income.

21 The loss of income if exemption is given to Motor Cars & Cycles is indeed small but I could not accept it as a ground for refusing exemption in the case of Taxi Cars.

23 Exemption may be granted in the case of Cars & Cycles as taxes will be enhanced in their case

Mysore 16/6/43

24) Yes, except at the bridge tolls where it is levied for ever.

KLL 16/6

Cus. 16-6-43

Issued No. T. 3315/RT. dt 12.6.943. To the Rev. Comr. requested to take necessary preliminary action pending issue of order re abolition of Toll gates.

No. T. 3346-54/RT. dt 15.6.43. To DCs & Sts. forwards copy of the above for necessary preliminary action.

5. Submitted with a draft notification exempting motor cycles & cars on payment of tolls at Inferior Toll gates other than Bridge Tolls.

26 May be agreed

KLL 26/6

27 Cus 26/6/43

Lady)

OFFICE OF THE MINISTER FOR REVENUE & LAW 16 JUN 1943 No. 10479

SECT 15005 2 JUL 43 GOVT OF MYSORE

TYPING SECTION 28 JUNE 1943 GEN. & CTT.

Exemption private motor cycles & cars from payment of tolls at all Interior MH gates other than Bridge Tollgates.

G.R.S. III—3]

ROUTINE NOTES

R.T. 716 No. 54 of 1943

No [To be used only for notes, requisitions, etc., not intended for permanent record.]

2. Draft Notfn. No T. 3588/RT. 54-42-2 of 29.6.43.
To the Comptroller, Mysore Gazette

Exempts all private motor cycles & cars from payment of tolls at all Interior MH gates other than Bridge Tollgates from 1.7.43.

Published on page 716. The Gazette, part III-1 of 18th July 1943.

Printer's copies of the Notfn. send on 26.7.43.

B. 26/7/43

ms of Interior Toll fates		Income from Toll fates			
		Tolls abolished	Tolls retained	Bridge Toll fates	Remarks
		₹	₹	₹	
Halagheddapura	Bangalore District		3,069		
Honnigenahatti		1,000			already abolished
Hindiganal		381			do
Chickjala		1,615			
Byrapatna		12,116			
Dobspet		3,507			
Kampapura	Mysore Dt.		4,947 700		
Kosahalli		6901			
Nallurpala		-	738 20		
Narsipur Bridge	Mandya Dt.			11606 1,450	New Bridge
Wellesley Bridge		13,098		-	old bridge
H.K. Kebbal Bridge				1203	New Bridge
Narasapura	Kolar Dt.	5363			
Nandi		511			
Thavarekere	Tumkur Dist.	1529			
Yediyur		649			
Nidagale		882			
Hebbur		224			
Belur Bridge	Hassan District	1168			old bridge
Salapur		827			
Channarayapatna		536			
Gorur Bridge	Kadur			2281 1270	New bridge
Ramanathapura Bridge				1226 375	New bridge
Tarikere			2546		
Honnali Bridge		4753	1800		old bridge
		55,080	11,300	16,316	Total income
Thirthahalli Bridge	Shimoga Dist.	work commenced this year.			New Bridge
Jog Bridge		figures not available.			do

REPORT OF THE COMMITTEE CONSTITUTED FOR EXAMINING THE PRESENT CLASSIFICATION OF ROADS IN MYSORE.

REPORT OF THE ROAD CLASSIFICATION COMMITTEE

CONTENTS

	PAGES
CHAPTER I.—Introductory	1—2
CHAPTER II.—Roads in Mysore	2—6
CHAPTER III.—System of road maintenance in Madras and Bombay	6—7
CHAPTER IV.—Recommendations of the Committee ...	7—10
CHAPTER V.—Summary of the Recommendations ...	11—12

APPENDIX.

I. Government Order constituting the Committee.

II. Government Order including the Secretary to Government, Public Works, Railways and Electrical Departments in the Personnel of the Committee.

III. Government Order including the Minister for Local Self-Government and Public Health in the Personnel of the Committee.

IV. Government Order referring the question of abolition of interior toll-gates in the State.

V. Proceedings of the First Meeting of the Committee.

VI. Do Second Meeting of the Committee.

VII. Do Third Meeting of the Committee.

VIII. Do Fourth Meeting of the Committee.

IX. Statements of Roads.

REPORT OF THE COMMITTEE CONSTITUTED FC EXAMINING THE PRESENT CLASSIFICATON C ROADS IN MYSORE.

CHAPTER I.

Introductory.

Roads in Mysore are broadly classified as State Fun and District Fund roads according to the source fro which the expenditure on their maintenance, etc., is me All State Fund roads are under the charge of the Publi Works Department and are financed entirely from Gener Revenues. The expenditure on District Fund roads i met almost wholly from the revenues of the Distric Boards concerned, supplemented in some cases by grant from Government. The more important District Fun roads are maintained by the Public Works Departmen and the rest directly by the District Boards. The presen mileage allotments for State Fund roads were fixed ver long ago and are found to be quite inadequate owing t the development of fast moving traffic which is causin rapid deterioration of the road surface. For this reasor additional grants for road maintenance are very frequentl applied for. The same remarks apply to District Fun roads also.

2. Demands are being received by Government fro District Boards for funds to carry out several Distric Fund Road Works (both improvements and repairs) a the District Boards have not sufficient resources to mee the expenditure. Some of the District Boards have aske Government for relief by taking over some of their road as State Fund roads.

3. The Road Fund had a large debit balance (esti mated at five laks of rupees at the end of the year 1939-40 and it was proposed to sanction a temporary advance t the Fund to that extent to wipe out the deficit. In spite o the improvements in the revenue resources of the Roa Fund, its financial position has not been satisfactory an the Fund is not able to meet even the normal require ments of the State Fund roads. In such circumstances, it has been difficult to find funds for the requirements of the

District Fund Roads. The District Boards, on the other hand, have not sufficient resources to maintain their roads in an efficient condition. It is not desirable to permit deterioration in the condition of the roads.

Constitution of the Committee.

Terms of Reference.

4. Government therefore considered that it was necessary to review the whole position in detail and to find a proper solution for the satisfactory maintenance of both the State Fund and the District Fund roads. For this purpose, Government constituted a Committee in its Order No. P. W. 1203-37—S., dated 19th September 1940 (Appendix I), under the Chairmanship of the Second Member of Council to examine the present classification of roads, to suggest reclassification wherever necessary and the minimum requirements of these roads and to submit proposals for financing them.

Additional Members to the Committee.

5. The Committee was added to by the inclusion of the Secretary to Government, Public Works, Railways and Electrical Departments and the Minister for Local Self-Government and Public Health (*Vide* Government Orders Nos. P. W. 3503-30—S., dated 24th March 1941 and P.W. 164-194—S., dated 10th July 1941—Appendixes II and III). The Second Member of Council, who, under the New Constitution became the Minister for Finance and Revenue, continued to be the Chairman of the Committee.

Additional subject for consideration.

6. Representations having been made to Government that the levy of tolls on motor vehicles, particularly at the interior toll-gates, might be abolished as the motoring public was put to inconvenience on that account, Government referred the question to this Committee for examination and for its opinion as to the advisability of abolishing tolls on motor vehicles at interior toll-gates and the possibility of recouping at least a portion of the resulting loss of revenue (*Vide* Government Order No. T. 2590—R. T. 54-40-2, dated 20th March 1941—Appendix IV).

CHAPTER II.

Roads in Mysore.

About a hundred years ago, roads in Mysore were only narrow and tortuous village tracks, passing through dense forests and over the mountainous parts of the

Ghats. The means of conveyance then adopted were pack bullocks bearing the little they had to carry from one place to another, and these had to push their way with considerable difficulty towards the coast. The wheeled vehicles used in the plains were either the small woddar carts or the 'hallu' bandies of the malnad which suited only the small local requirements of the raiyat. In 1831 it is reported that there were only three trunk roads with any title to that appellation and these were (1) the road from Naikaneri to Mysore *via* Bangalore, (2) the road from Seringapatam to Sira and Bellary, and (3) the road from Bangalore to Harihar. Even these so called trunk roads were very indifferently maintained and portions of these roads ran through swamps, making the traffic very difficult, if not impossible. Other portions, it is said, bore the appearance of water courses with beds of river sand. The better order in which a few portions were preserved was neutralised by the almost total absence of bridges which, in a country like Mysore situated between two monsoons, was a most serious handicap to traffic. The few bridges that existed, *viz.*, those across the Cauvery at Sivasamudram, across the Kabini at Nanjangnd and at Bethamangala on the Kolar road were only of local value and did not form any portion of a system of communication. While communications within the State were so bad, the roads leading to the Presidencies were worse. There was not a single pass through the Western Ghats practicable for cattle with loads.

2. Things improved during the period from 1831 to 1856. A sum of Rs. 28·75 lakhs was expended on the improvement of communications. At this period, roads were constructed to connect all moffusil headquarters with Bangalore and some of them were extended to the frontiers of the State. Altogether 1,597 miles of road with 309 bridges and 1,998 drains were constructed before the formation of the Public Works Department.

3. By 1894-95 there were in all 1,747 miles of State Fund roads and 3,344 miles of District Fund roads. A number of ghat roads were opened or improved on the western side. In 1920, State Fund and District Fund roads to the extent of 1,984 and 3,524 miles, respectively, were being maintained at a total cost of Rs. 5 lakhs. The Scheme of communications has gradually developed and though there has not been considerable increase in the

length of roads from 1920, the improvement of the condition of the roads has been very considerable. Various experiments have been made in the State on the surfacing of roads with a view to decide upon the most economic mode of road making and its maintenance, so as to suit the traffic.

4. Slow moving bullock carts have given place to fast moving motor vehicles. The pace of communication has increased from three miles an hour to 50 miles an hour. The introduction of motor driven vehicles has revolutionised communications. The automobile service with all it convenience has extended to the remotest corner of the State and its popularity has so far increased that it has become so successful a rival to the railways as to require Government to take measures to protect the interests of railways. The increasing popularity of the automobiles has brought home to the public mind the defects in the roads and the authorities have from time to time been taking steps to meet the demands.

5. Apart from the increase in the load from one ton of the old bullock cart to the six tons of the heavily loaded automobiles, the disruptive forces have extended from mere abrasion to compression, impact, shear and suction. With a view to meet the requirements on account of the high speed, heavy loads, frequent braking, etc., the design and maintenance of the present-day roads have altogther changed from those that existed in the past. The modern road must be equally adapted to the abrasive country cart as well as to the disruptive fast motor. It must be sufficiently wide to allow the maximum traffic without any accident. The surface must be sufficiently smooth, to avoid jarring effects, but sufficiently rough for giving a good foot hold to animals.

6. The development of road surface is seen to be in this order :—(1) Mud, (2) Gravel, (3) Metal, (4) Asphalt, (5) Concrete. It looks as though the last may come to stay while the others have been found unsuitable for the purpose. But the concrete road is impossible in all places on account of its heavy initial cost.

7. In 1939-40 the total length of State Fund roads in the State was 2,216½ miles, of which 1,912¼ miles were metalled. The total length of District Fund roads was 3,747 miles, of which 2,454¼ miles were metalled. The

subjoined statement indicates the growth of expenditure on their maintenance.

Year	Length of S. F. Roads in miles	Total A. R. and S. R. Grants	Average per mile	Length of D. F. Roads in miles	Total A. R. and S. R. Grants	Average per mile
		Rs.	Rs.		Rs.	Rs.
1925-26	2,061	7,00,213	334	3,569	4,56,670	128
1928-29	2,132	8,92,269	414	3,569	3,93,654	110
1931-32	2,132	8,37,656	358	3,408	4,34,480	127
1934-35	2,160	8,00,555	331	3,408	4,67,290	135
1937-38	2,202	11,07,996	500	3,663	4,32,974	118
1939-40	2,216	27,48,812	1,233	3,747	3,61,757	97

8. For the past few years, Government had to come to the aid of District Boards by sanctioning subventions to supplement the District Board allotments for the maintenance of their roads. Even with these increased grants, it has not been possible to bring the roads in Mysore to the standard required to cope with the increased and heavy-laden vehicular traffic.

9. As already stated, the macadamised roads have given place to asphalt roads, which have gained popularity by reason of their being smooth and dustless and not requiring frequent repairs. The demand for asphalt roads has been so great that during the last two years nearly Rs. 25 lakhs have been spent on tarring of some of the important roads. The tarring of roads has been taken up systematically and grants are provided every year to tar some of the roads in accordance with an approved programme.

10. The roads in the State are at present broadly classified under two heads, *viz.*, State Fund and District Fund according to the source from which they are maintained. The mileage grants of these roads were fixed a long time ago, and it is found that the existing mileage grants are not uniform and differ for different portions of the same road and they are either inadequate or disproportionate to the importance of the road. With the development of bus and lorry traffic, even the District Fund roads which were considered to be of local importance, have now become important roads. The District Boards from whose finances these roads are maintained find it difficult to allot sufficient grants for their proper maintenance.

6: For purposes of estimating, roads are classified as ollows :—

(*a*) Heavy traffic roads carrying traffic of 100 buses per day and more ;

(*b*) Medium traffic roads carrying traffic of 20 to 100 buses per day ;

(*c*) Light traffic roads carrying traffic of less than 4 buses per day.

N.B.—Bus includes lorry, and four bullock carts are treated as equivalent to one bus.

7. The main provincial or through roads and the nain district roads are maintained by the Public Works Department. The other roads are maintained by Local Bodies. The District Boards are subsidized by Governnent to some extent subject to the inspection of the general condition of the District Board roads by the officers of the Public Works Department. The average cost of annual maintenance of roads under the Public Works Department is Rs. 461 per mile and that of the roads maintained by the Local Bodies is Rs. 89 per mile.

8. The expenditure on communications under State Fund is classified under three heads :—

(i) From ordinary Revenue	...	for minor original works and repairs.
(ii) From Petrol Tax Fund	...	for improving roads of Class I, II and III.
(iii) From Provincial Road Fund.		for improving surface of other roads.

CHAPTER IV.

Recommendations of the Committee.

With regard to the abolition of tolls on moto vehicles at interior toll-gates in order to remove the inco venience felt by motorists, the intention of Governmer seems to be to abolish all the interior toll-gates except i places where there is heavy traffic in timber, stone, fir wood, etc. Though the Committee agrees in this view, feels that in addition to the latter class of toll-gates, tho established on bridges recently constructed have to l retained in order to recoup at least a portion of tl expenditure incurred on their construction. The Con mittee accordingly recommends that the four toll-gates Thalaghattapura (Bangalore Taluk), Hampapura (He gaddevankote Taluk), Nallurpala (Hunsur Taluk) ar

Tarikere where there is heavy traffic in timber and fuel and those on the recently constructed bridges at T.-Narsipur, Akkihebbal (Krishnarajpet Taluk), Gorur (Hassan Taluk), Ramanathapur (Arkalgud Taluk) and Tirthahalli may be retained and the rest of the interior toll-gates abolished.

2. As regards increasing the present rate of toll on motor vehicles at frontier toll-gates, the Committee is not in favour of the proposal and therefore recommends that the question may be dropped.

3. Consequent on the abolition of the interior toll-gates, the point for consideration is how to recoup at least an appreciable portion of the resulting loss of revenue to Government. As the motorists would be spared the payment of tolls at all interior toll-gates—with the exception of a few,—they should not demur to pay a little more in the shape of vehicle tax, particularly as the existing rat of tax in Mysore is far less than that prevailing in th neighbouring administrations. It was, therefore, decided that the existing rates of vehicle tax in Mysore might be revised so as to bring it to the level of the rates prevailing in the Civil and Military Station, Bangalore, generally in cases where the classification of vehicles and other factors coincided and that in other cases, the rates prevailing in the Madras Presidency might be adopted. On this basis, the Committee recommends that the present rates of vehicle tax in Mysore be revised as shown hereunder:—

Description of vehicle	Present rate of tax	Revised rate of tax
	HALF-YEARLY TAX.	
	Rs. a. p.	Rs. a. p.
1. Motor Cycles with side cars or tricycles	7 8 0	9 8 0
2. Motor Cars to carry not more than seven persons and weighing:—		
(*a*) not more than 15 cwts., unladen ...	12 0 0	15 0 0
(*b*) more than 15 cwts., unladen ...	18 0 0	28 0 0

Description of vehicle	Present rate of tax		Revised rate of tax	
	SHORT-TERM LICENSES.			
	7 days	30 days	7 days	30 days
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1. Motor Cycles—				
(*a*) without side cars ...	1 0 0	3 0 0	1 4 0	3 12 0
(*b*) with side cars or tricycles ...	1 4 0	3 12 0	1 12 0	5 0 0
2. Motor cars to carry not more than seven persons and weighing :—				
(*a*) not more than 15 cwts., unladen ...	2 0 0	6 0 0	3 0 0	8 12 0
(*b*) more than 15 cwts., unladen ...	3 0 0	9 0 0	4 4 0	12 8 0

4. The Committee does not consider it desirable to increase the rate of tax on other classes of motor vehicles, as the tax levied thereon at present is sufficiently high.

5. In view of the inadequate resources of the District Boards, it would be necessary to take over some of their roads under Government management owing to their importance.

6. The request of some of the District Boards to convert several District Fund roads into State Fund roads does not however commend itself to the Committee, as it would tend to divest the District Boards of their responsibility.

7. There were two issues before the Committee, *viz.*,

(i) to afford some relief to District Boards, if possible, and
(ii) to redistribute the grants wherever possible in accordance with certain standards.

8. It is better, in the opinion of the Committee, to give the District Boards larger grants for maintenance purposes instead of converting their roads into State Fund roads. The effect would be that the District Boards, while not spending more money, would get better roads.

9. Instead of giving separate grants for annual and special repairs of roads as at present, it is better to give a single grant on a mileage basis in respect of each road for meeting both the annual and special repair requirements. The amount available for special repairs will then be definitely known and a proper programme can be prepared beforehand.

10. There should be only one estimate for each road or section of a road but under two parts, one for annual repairs and the other for special repairs.

11. Expenditure should be incurred according to funds made available. The practice of executing works and incurring expenditure before obtaining formal sanction thereto and provision of necessary funds therefor is irregular and should be put a stop to.

12. Roads in Mysore may be classified as follows:—

(*a*) State Fund roads. first class, with a mileage grant of over Rs. 450, the asphalted sections carrying, however, a grant ranging from Rs. 750 to Rs. 950 per mile;

(*b*) State Fund roads, second class, with a mileage grant ranging to a maximum of Rs. 450.

(*c*) Marketing roads, *i.e.*, important District Fund roads with a mileage grant up to a maximum of Rs. 450; and

(*d*) Other District Fund roads—Third Class.

13. The maintenance of roads under (*a*), (*b*) and (*c*) Classes may vest in the Public Works Department.

14. The expenditure on State Fund roads should be met entirely by Government; the District Boards will continue to contribute their present rate of mileage grant in respect of their roads classified as Marketing roads, any excess expenditure over that amount incurred for maintaining them in a fit condition being borne by Government.

15. All other District Fund roads will be maintained by the District Boards according to their resources.

16. The mileage allotments for roads will be fixed on the following general principles:—

(*a*) In the case of State Fund roads, First Class, asphalted, Rs. 950 per mile for sections where there is heavy traffic and Rs. 750 per mile for the rest; for sections not asphalted over Rs. 450 per mile.

(*b*) For State Fund roads, Second Classs, and important Marketing roads, from Rs. 300 to Rs. 450 per mile and for other Marketing roads up to Rs. 250 per mile.

17. On the above basis, the allotments for roads to be maintained by the Public Works Department will be as shown in the statements appended.

18. The financial implications of the recommendations as set forth in the foreging paragraphs will be briefly as follows:—

(*a*) The loss of revenue on account of the abolition of interior toll-gates (*vide* para 1) is estimated to be Rs. 55,000 per annum.

(*b*) The revision of the rates of Vehicle Tax on certain classes of motor vehicles (*vide* para 3) is expected to bring in an extra revenue of about Rs. 60,000 per annum.

(*c*) The revised allotments for maintenance of roads (*vide* paras 12 to 17) will be Rs. 15,41,963 per annum as against the present expenditure of Rs. 11,30,405 per annum.

(*d*) The net financial effect will be an extra expenditure of roughly four lakhs of rupees to Government annually as shown below:—

	Rs.
Extra expenditure on account of revised allotments for roads	4,11,558
Loss of revenue on account of abolition of interior toll-gates	55,000
Total	4,66,558
Less extra income expected to be realised consequent on the revision of the rates of Vehicle Tax.	60,000
Net extra expenditure to Government	4,06,558 or 4,00,000 in round figures.

19. The names of the roads, especially Trunk Roads, may be suitably revised so as to clearly indicate their starting place and their termination; for this purpose, a number may be assigned to each road.

CHAPTER V.

Summary of the Recommendations.

(1) The interior toll-gates may be abolished excepting those on bridges recently constructed and at places where there is heavy traffic in timber, stone and fuel.

(2) The question of increasing the present rate of toll on motor vehicles at frontier toll-gates may be dropped.

(3) The existing rates of Vehicle Tax in Mysore might be revised so as to bring it to the level of the rates prevailing in the Civil and Military Station, Bangalore, or in the Madras Presidency, as the case may be.

(4) It is not desirable to increase the rate of tax on other classes of motor vehicles.

(5) Some of the important District Fund Roads to be termed in future as Marketing Roads may be taken over under Government management and the District Boards given larger grants for their maintenance, the remaining roads being managed by the District Boards as at present.

(6) It is better to give a single grant in respect of each road both for its annual and special repairs with only one estimate for each road or section of a road but under two parts—one for annual repairs and the other for special repairs.

(7) Roads may be classified as follows :—

	Mileage grant.		
	Asphalted Section.	*Not Asphalted.*	*Source.*
(*a*) State Fund Roads, I Class.	Rs. 750—Rs. 950	Over Rs. 450.	Govt.
(*b*) State Fund Roads, II Class.	...	Rs. 300 to Rs. 450	Do
(*c*) Marketing Roads	...	Do for important Roads and up to Rs. 250 for the rest.	Do and District Boards.
(*d*) District Fund Roads, III Class.	...	According to resources.	District Boards

(8) The names of roads may be suitably revised to clearly indicate their starting place and termination and a number assigned to each road.

(Sd.) K. V. ANANTARAMAN (*Chairma*
„ H. B. GUNDAPPA GOWDA.
„ B. T. KESAVIENGAR.
„ A. N. RAGHAVACHAR.
„ L. A. H. WINCKLER.
„ G. SUNDARA RAO.
„ N. V. BAPAT.
„ M. NARASIMHAIYA.
„ G. SESHAGIRI RAO.

(Sd.) GEORGE MATTHAN
(*Secretary*).

APPENDIX I.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Public Works Department.

READ—

Letter No. C. 837—39-40, dated the 20th March 1940, from the President, District Board, Mysore, to the Secretary to Government, Law Department, bringing to notice the bad condition of certain District Fund Roads in the Mysore District, and requesting subvention from State Grants for the up-keep of the roads.

2. Un-official Note, dated 15th July 1940, from the Financial Secretary to Government, suggesting that a Committee be constituted to go into the question of classification of roads, and to find out ways and means for financing them, in view of the slender resources of the District Boards and their inability to allot adequate grants for the up-keep of the District Fund Roads.

Order No. P. W. 1203-37—S., dated Bangalore, 19th September 1940.

Government consider that it is time to review the whole position in detail and to find a proper solution for the satisfactory maintenance of both the State Fund and District Fund Roads. The classification of roads (as State Fund Roads or District Fund Roads) may also require change in the light of the present-day traffic (including motor traffic).

2. Agreeing with the proposals of the Financial Secretary, Government are pleased to constitute a Committee under the Chairmanship of the Second Member of Council with the following members:—

1. The Chief Engineer of Mysore.
2. The Revenue Commissioner in Mysore.
3. The Financial Secretary to Government.
4. The Superintending Engineers of Mysore, Shimoga and Irrigation Circles.
5. The Secretary, Traffic Board (*Secretary*).

3. The Committee may in the first instance examine the present classification of roads, and suggest re-classification wherever necessary, and also the minimum requirements of these roads (after re-classification) and submit proposals for financing them (including proposals for increased or additional taxation).

4. The Committee may arrange to meet as early as possible and submit its recommendation at an early date.

N. SARABHOJA,

Secretary to Government,

Public Works Department.

To—The Chief Secretary to Government.
The Members of the Committee.
The Law Secretary to Government.
The Financial Secretary to Government.
The Chief Engineer of Mysore.
The Revenue Commissioner in Mysore.
The Superintending Engineers of Mysore, Shimoga and Irrigation Circles.
The Secretary, Traffic Board.
The Comptroller of Mysore.
The Deputy Commissioners of Districts.
The Presidents of District Boards.

APPENDIX II.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Public Works Department.

READ—

Government Order No. P. W. 1203-37—S., dated 19th Sept 1940, constituting a Committee, under the Chairmanship of the S Member of Council, to examine the present classification of roa suggest re-classification wherever necessary and submit propos financing them, etc.

2. Un-official Note, dated 8th March 1941, from the Sec Mysore Traffic Board, proposing that the Secretary to Gover Public Works, Railway and Electrical Departments be included personnel of the above Committee.

Order No. P. W. 3503-30—S., dated Bangalore, 24th March 1

Government are pleased to include the Secretary to Gover Public Works, Railway and Electrical Departments, in the per of the Road Classification Committee.

M. G. MEHKRI,
Secretary to Governmer
Public Works Departm

To—The Chief Secretary to Government.
The Members of the Committee.
The Law Secretary to Government.
The Financial Secretary to Government.
The Chief Engineer of Mysore.
The Revenue Commissioner in Mysore.
The Superintending Engineers of Mysore, Shimo Irrigation Circles.
The Secretary, Traffic Board.
The Comptroller of Mysore.
The Deputy Commissioners of Districts.
The Presidents of District Boards.

APPENDIX II

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Public Works Department.

READ—

Government Order No. P. W. 1203-37—S., dated 19th September 1940, constituting a Committee under the Chairmanship of the Second Member of Council, to examine the present classification of roads and suggest re-classification wherever necessary, and submit proposals for financing them.

2. Government Order No. P. W. 3503-30—S., dated 24-3-41, including the Secretary to Government, Public Works, Railway and Electrical Departments, as a member of the Road Classification Committee.

3. Un-official Note, dated 7th June 1941, from the Secretary, Traffic Board, requesting orders in regard to the Chairmanship of the Road Classification Committee under the new constitution.

Order No. P. W. 164-194—S., dated Bangalore, 10th July 1941.

In modification of the order of 19th September 1940, read above, the Minister for Finance and Revenue will be the Chairman of the Road Classification Committee.

2. The Minister for Local Self-Government and Public Health will be an additional member of the Committee.

M. G. MEHKRI,
Secretary to Government,
Public Works Department.

To—The Chief Secretary to Government.
The Members of the Committee.
The Secretary to Government, Law Department.
The Financial Secretary to Government.
The Chief Engineer of Mysore.
The Revenue Commissioner in Mysore.
The Superintending Engineers of Mysore, Shimoga and Irrigation Circles.
The Secretary, Traffic Board (with file).
The Comptroller of Mysore.
The Deputy Commissioners of Districts.
The Presidents of District Boards.

APPENDIX IV.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Order No. T. 2590—R. T. 54-40-2, dated Bangalore, the 20th March 1941.

Representations have been made to Government that the levy of tolls on motor vehicles, particularly at the interior toll-gates, may be

abolished as the motoring public are put to inconvenience on this account. Government will be glad if the Committee appointed in Government Order No. P. W. 1203-37—S., dated 19th September 1940, will consider the representation and favour them with its opinion as to the advisability of abolishing the collection of tolls on motor vehicles at interior toll-gates and the possibility of recouping at least an appreciable portion of the resulting loss of revenue to Government and to Local Bodies, by an enhancement of the rates of motor taxation.

H. V. NARAYANA RAO,
Secretary to Government,
Law Department.

To—The Secretary, Road Reclassification Committee.

APPENDIX V.

PROCEEDINGS OF THE FIRST MEETING OF THE ROAD RECLASSIFICATION COMMITTEE HELD IN THE CHAMBERS OF THE SECOND MEMBER OF COUNCIL ON 27TH FEBRUARY 1941.

Present.

1. *Rajamantrapravina* K. V. Anantaraman (*Chairman*).
2. The Revenue Commissioner in Mysore.
3. The Chief Engineer of Mysore.
4. The Financial Secretary to Government.
5. The Superintending Engineer, Mysore Circle.
6. The Superintending Engineer, Shimoga Circle.
7. The Superintending Engineer, Irrigation Circle.
8. The Secretary, Mysore Traffic Board (*Secretary*).

Absent.

None.

The Secretary to Government, Public Works, Electrical and Railway Departments, was also present on invitation.

After welcoming the members to the meeting, the Chairman read out the Government Order constituting the Committee and the terms of reference.

Items (1), (2) *and* (4) *on the Agenda.*

Enhancement of mileage grant for State Fund and District Fund Roads and conversion of District Fund Roads into State Fund Roads.

Coming to the Agenda of business, the Chairman observed that the proposals for enhanced grants for roads seemed to have been drawn up in the wrong way. The first thing for the Committee was to find out which of the State Fund Roads could conveniently be converted into District Fund Roads. The condition of certain District Fund Roads cannot be said to be satisfactory for motor traffic which is on the increase. This Committee has therefore been constituted to go into the question of reclassification of roads and find out ways and

means for financing them in view of the inadequate resources of the District Boards. In reclassifying the roads, it might become necessary to take over some of the District Fund Roads under Government management owing to their importance. With this object in view, the lists of State Fund and District Fund Roads furnished by the Superintending Engineer, Mysore Circle, were taken up for consideration.

2. The Chief Engineer mentioned that the Mysore-Bellary Road *via* Rampur was not good except up to Molakalmuru. This being an important trunk road, it had to be maintained in good condition. Even though it was called a State Fund Road, it carried a mileage grant of Rs. 150 only.

3. The Superintending Engineer, Shimoga Circle, stated that in Madras the First Class road carried a mileage grant of Rs. 1,000 and the Second Class road Rs. 500.

4. The Chairman pointed out that in Madras all the roads were maintained by the District Boards and only a few roads were maintained by the Public Works Department on account of their Military importance, etc. Out of a total length of about 37,000 miles in Madras, the Public Works Department maintained a distance of only 1,854 miles. The entire balance of the road system in the Presidency was thus in charge of District Boards and Municipalities.

5. The Superintending Engineer, Shimoga Circle, brought to notice that the system in Madras had changed since and that the control over the roads had been taken away from the Presidents of the District Boards to the charge of Superintending Engineers. But the Chairman was not sure of the said change in view of the fact that the Provinces had got autonomy. The Superintending Engineer replied that in Madras there were two Superintending Engineers, one Junior and one Senior, to assist the Chief Engineer who had been given the control over all the roads. The Chief Engineer added that each Superintending Engineer in Madras was in charge of 2 or 3 Districts with the District Board Engineers directly under him and subordinate to the Chief Engineer.

6. The list of District Fund Roads in the Mysore Circle was next taken up for consideration.

(*a*) BANGALORE-MYSORE ROAD *via* KANKANHALLI.

In view of the heavy traffic mostly pertaining to the Electrical Department, it was considered desirable to obtain a grant from that Department for maintaining this road.

(*b*) BANGALORE-NANDIDRUG ROAD.

Seeing that there were alternative roads between Bangalore and Nandi, the Financial Secretary suggested that instead of frittering away funds on all the roads, it would be better to concentrate attention on one road.

7. The Chairman observed that it would be better for the Government to give the District Boards larger grants for maintenance purposes instead of converting their roads as State Fund Roads. Such transfers should be effected only in the case of very important roads which form a link to the main trunk roads and over which there was heavy motor traffic.

8. The Superintending Engineer, Shimoga Circle, brought to notice that during recent years, the District Boards were deprived of their toll income on account of which they were unable to pay for road maintenance.

9. The Financial Secretary said that the District Boards were being compensated for the above loss but agreed, however, that the Boards had no money to give liberally for road works.

10. The Secretary, Public Works Department, suggested that towards the maintenance of the Hunsur-Begur road, the Forest Department might be asked to contribute.

11. The Superintending Engineer, Shimoga Circle, added that similarly the Military Department also might be asked to give a contribution.

12. The Chairman was personally in favour of the District Fund Roads being continued under the District Boards concerned, giving them only a subvention for maintenance. The other alternative was for the Public Works Department to take over with the existing grants such of the District Fund Roads as were considered important.

13. As regards classification, it was considered sufficient to have only three classes of roads :—

(1) Special Trunk Roads,
(2) First Class Roads with 12" metal, and
(3) Second Class Roads with 9" metal.

14. The Accounts of the Road Fund for 1939-40 showed that while the income was Rs. 34 lakhs, the expenditure had gone up to Rs. 42 lakhs. It was therefore necessary to economise expenditure as far as possible. It was also contemplated to abolish tolls in respect of certain roads. Even though it might be conceded that tolls on interior roads was a source of annoyance to the motorist, those levied in respect of bridges should be continued in order to defray the cost of their construction.

15. As regards compensation payable to Local Bodies, the Financial Secretary explained that it would not be possible to reduce the grant because it was a statutory payment. When tolls came to be abolished, the Government had to continue to pay compensation to Local Bodies. Thus it had the effect of cutting the Government revenue in both ways.

16. Regarding the enhancement of mileage grant for State Fund Roads proposed by the Superintending Engineers, the Chairman observed that such proposal had not been made considering the revenue available. It was no good expecting increased grants when the income under Road Fund was not quite sufficient. The main trunk roads had to be kept in good repair. The transfer of some of the less important State Fund Roads to District Boards might be considered. It was not the idea that the entire system of roads should be improved all at once.

17. The next suggestion was why the width of the roads should in all cases be 12 feet and why it should not be reduced.

18. The Engineering Officers replied that it could not be done without causing serious inconvenience to traffic, especially to fast moving vehicles.

19. The Chairman thereupon suggested that the Superintending Engineers of Mysore and Shimoga might meet the Superintending Engineer and the District Board Engineer of the adjoining British

Province and find out on what principles their roads were classified, the level of their grants, width of the road, cost of maintenance, etc. That would enable the Committee to come to definite conclusions.

Items Nos. 3 and 5 on the Agenda.

Tarring of roads and purchase of Road Rollers.

20. The Chairman said that tarring of State Fund Roads and purchase of Road Rollers were matters which could be dealt with by the Chief Engineer without reference to this Committee.

Item No. 6 on the Agenda.

Restriction of bus and lorry traffic on roads.

21. The Financial Secretary suggested the cutting down of bus services plying on roads running parallel to the Railway. If this was done, it would not only enable the Public Works Department to reduce the width of certain roads but also tend to increase the earnings of the Railway.

22. The Chairman added that such roads might be closed for lorry traffic also. In North India, *e. g.*, from Calcutta to Peshawar, there was only one trunk road and no other roads because there was the railway. The Government had conceded, on principle, that public service vehicles plying on roads running parallel to railway should be discouraged. It had to be borne in mind that the Railway had been constructed with national resources and it was therefore desirable that the road service should be limited to some extent. In consonance with this principle, formerly double the rate of taxation was levied on buses plying on such roads. In the S. I. Railway also, they had put the Railway more into service in order to face competition from buses. Now that there are a number of new stations opened on the Mysore Railway and several Rail level platform stations to cater to the needs of villagers round about, the question of reducing the bus and lorry services might be examined.

23. The Chairman impressed that the mileage grant should not be pitched too high. He was of opinion that the maximum allotment should be Rs. 500 for Trunk Roads, Rs. 300 for First Class Roads and Rs. 150 for others. It was necessary to effect economy in every direction. The existing grant had to be increased only on roads where there was heavy motor traffic ; and where the general condition of the road was not bad, the Public Works Department should try to cut down the grant wherever possible. The proposals placed before the Committee for increased grants seemed extravagant.

24. There were two issues before the Committee :—(1) to afford some relief to District Boards if possible and (2) to reduce the grants wherever possible according to certain standard. It was, therefore, desirable to ascertain what the neighbouring administrations in British India were spending on their different roads and then determine the needs of roads here according to their commercial importance. The Chairman pointed out that when the Tumkur-Kunigal road could be maintained in good repairs with a mileage grant of Rs. 150, he did not see any reason why the rate could not be fixed on that basis roughly. Another concrete instance was the Tumkur-Bellary Road, the allotment in respect of which varied from Rs. 130 to Rs. 150.

25. Before concluding, the Chairman reiterated the suggestion that the Superintending Engineers might visit one or two Districts in

the neighbouring Provinces, get into touch with the Engineers there, find out their standard of roads, what the mileage grant was and how they financed them, and place before the Committee at its next meeting definite proposals for consideration.

The meeting adjourned at 3 P. M.

APPENDIX VI.

PROCEEDINGS OF THE SECOND MEETING OF THE ROAD CLASSIFICATION COMMITTEE HELD AT "SESHADRI HOUSE", MYSORE, ON FRIDAY, THE 3RD OCTOBER 1941.

Present.

1. *Rajamantrapravina* K. V. Anantaraman, B.A., Minister for Finance and Revenue. (*Chairman*)
2. H. B. Gundappa Gowda, Esq., B.A., B.L., Minister for Local Self-Government and Public Health.
3. *Rukn-ul-Mulk* S. Abdul Wajid, B.A., Revenue Commissioner in Mysore.
4. *Rajasevaprasakta* N. Sarabhoja, L.C.E., M.I.E. (Ind.), Chief Engineer of Mysore.
5. *Rajasevaprasakta* A. N. Raghavachar, M.A., Financial Secretary to Government.
6. Gulam Mohiyuddin Mehkri, Esq., B.A., LL.B., Secretary to Government, Public Works, Railway and Electrical Departments.
7. B. R. Garudachar, Esq., B.A., C.E., M.I.E. (Ind.), Superintending Engineer, Mysore Circle.
8. N. Lakshminarasimhaiya, Esq., B.A., C.E., B.E., M.I.E. (Ind.), Superintending Engineer, Shimoga Circle.
9. Mir Safdar Hussian, Esq., B.A., (*Secretary*) Secretary, Mysore Traffic Board.

Absent.

10. G. Seshagiri Rao, Esq., L.C.E., Superintending Engineer, Irrigation Circle.

Subject No. 1.—Abolition of interior toll-gates and raising the rate of taxes and tolls on motor vehicles.

ABOLITION OF TOLL-GATES.

The Chairman stated at the outset that it was not at all intended that the interior gates should be kept on after the abolition of tolls on motor cars as the major portion of revenue realised thereat was from those vehicles. But there were certain gates where there was heavy cart traffic in timber, fuel, stones, etc. The list of such gates was read out. They were :—

1.	Talaghattapura ...	Bangalore District.
2.	Honniganahatti ...	Do
3.	Honnali bridge ...	Shimoga District
4.	Tarikere ...	Kadur District
5.	Belur bridge ...	Hassan District.
6.	Nallurpala ...	Mysore District.
7.	Hampapur ...	Do

These were examined one by one.

The Superintending Engineer, Shimoga Circle, said that the Tarikere toll-gate might be continued as there was much traffic in fuel and timber.

The Chairman observed that if it should be kept on, it had to be shifted on to the road from Narasimharajpur so as to catch the traffic from Lakkavalli forest.

The Superintending Engineer agreed to it.

The Secretary to Government, Public Works Department, was of the opinion that for the same reason, the gate at Hampapur was also to be retained.

After discussion it was agreed that the four toll-gates at Talaghattapura, Tarikere, Nallurpala and Hampapur might be retained besides the gates on the recently constructed bridges at T.-Narsipur, Akkihebbal, Gorur and Ramanathpur and the rest of the interior toll-gates abolished.

The Chairman however wanted to know the total amount of resulting loss of revenue to Government by the abolition of the interior toll-gates except those mentioned above, the figures being worked out and placed before the Committee at its next meeting.

The Minister for Local Self-Government and Public Health wanted to know if it was not possible to extempt fuel carts from tolls.

The Chairman replied that as they were earning profit by selling the fuel in large towns and cities, they had no reason to grumble to pay a small amount by way of tolls. After all only four gates were to be retained.

RAISING OF TAXES ON MOTOR VEHICLES.

The next point for consideration was how to recoup at least an appreciable portion of the resulting loss of revenue to Government consequent on the abolition of interior toll-gates. The Chairman said that Government wanted motorists to pay a little more in the shape of vehicle tax as they would be rid of the bother of paying tolls at all interior gates with the exception of a few and further the existing rate of tax in Mysore was by far less when compared with that prevailing in the neighbouring administrations. So, the idea was to revise the existing rate of vehicle tax in Mysore and bring it to the level of the rate prevailing in the Civil and Military Station, Bangalore, generally in cases where the classification of vehicles and other factors coincided and in other cases, to adopt the rates prevailing in the Madras Presidency.

Subject No. 2.—Reclassification of roads and scale of expenditure to be incurred.

The systems obtaining in Madras and Bombay were considered. The Chairman was of opinion that the Madras system was not suitable for adoption in Mysore and that the Bombay system appeared more reasonable. He wanted to know the total mileage of roads both in Madras and in Mysore.

The Superintending Engineer, Mysore, replied that in Madras, it was 37,444 miles of which 3,154 miles were first class roads and 6,254 marketing roads. In Mysore it was 7,000 miles out of which 2,200 miles were State Fund Roads.

The list of State Fund Roads was gone through. The Chairman observed that the present nomenclature of roads required thorough revision as they were very confusing and in several cases overlapping.

The Superintending Engineers agreed to the revision.

The Chairman thought that through roads which connected important places outside the State and those of local importance might be placed under Class I, the rest being placed under Class II. The following classification might serve as instances :—

Name of division	Name of road	
	I Class	II class
Bangalore ...	Madras—Cannanore. Salem—Bellary. Bangalore—Bellary. Bangalore—Cuddappah Bangalore—Mangalore.	Bangalore—Hindupur.
Tumkur ...	Bangalore—Honnavar.	
Kolar ...	Kolar Gold Fields road.	Cuddapah Railway feeder road.
	Balaghat-Marikuppam.	Mulbagal Railway feeder road.
	Motor road to Nandi Hills.	

The Minister for Local Self-Government wished that some relief should be given to District Boards.

The Chairman said that some District Boards were in fact under the hope that most of their roads would be taken over for maintenance by Government. That was not the intention at all. What the Government could do was to supplement the grants of the District Boards for their roads to put them in proper repair.

The Minister for Local Self-Government wanted that important District Fund roads should at least be maintained out of State Grants.

The Chairman observed that all the through roads would be maintained by the State and with regard to Class II roads, Government would give grants according to their importance as in Madras so that such roads be maintained well. The effect would be that the District Boards, while not spending more money, would get better roads.

The Minister for Local Self-Government was of the opinion that some of the District Fund roads might be taken over by Government.

The Chairman said that the District Boards might give the usual grant and that Government would supplement it wherever necessary.

The Minister for Local Self-Government stated that there would be no relief to the District Boards.

The Chairman observed that the intention was not to divest the District Boards of their responsibility.

The Minister for Local Self-Government wanted that the road between Channarayapatna and Sravanabelagola might be converted into a State Fund road as it was of all-India importance.

The Chief Engineer was of the opinion that the road from Bowringpet to Kolar might be placed under Class I.

The Chairman suggested that the roads might be broadly classified as follows :—

1. State fund roads.
2. Marketing roads.
3. Third class roads.

If a road fell under Class I, the liability was entirely upon Government. The marketing roads would be jointly financed both by the Government and the District Boards concerned, and it was necessary to find out what exactly was the level of expenditure that might be incurred on these roads. The conditions here were nearer to those in Bombay. Third class roads would be financed entirely by the District Boards. A revised list should be prepared on the basis of the above classification and placed before the Committee for consideration at the next meeting.

The Chairman further observed that in several cases works were got executed and expenditure incurred before obtaining formal sanction thereto and necessary provision of funds being made therefor. Such irregular practice should be put a stop to. He also remarked that there was frequent adjustment in accounts of funds allotted for special repairs and for maintenance. It was essential that the expenditure under the two heads should be kept separately.

The Financial Secretary desired that a consolidated estimate should be prepared every year both for special repairs and annual maintenance.

The Chief Engineer said that expenditure on periodical coating should be put under special repairs.

The Chairman observed that there should be a definite plan and necessary allotment of funds in all cases. The amount allotted for special repairs should be spent as best as possible. But there was scope for reducing the annual repairs grant.

The Chief Engineer stated that it could be done if funds were assured for special repairs.

The Secretary to Government, Public Works Department, said that proper accounts had not been maintained in respect of grants allotted for special repairs and that was very difficult for an Auditor to find out whether the grant was for annual repairs or special repairs.

The Chairman wanted that only one estimate should be prepared but under two parts, one chargeable to annual repairs, and the other to special repairs.

The Financial Secretary was of the opinion that one estimate should be prepared for each section of a road to be taken up.

The Chairman observed that they should have an idea beforehand as to the extent of road to be taken up in a year. Expenditure should be incurred according to funds made available. Government were concerned with the most efficient way in which money was spent and if it was done in a businesslike manner, they would not be faced with arrears. In case expenditure was incurred without sanction, the remedy would be to surcharge the officer concerned. In future it was

very desirable to undertake works according to sanctioned estimates and allotted funds.

He wanted a list to be prepared of more important District Fund Roads which might be put under Class II, *i.e.*, marketing roads and placed before the next meeting.

The Chairman thanked the members and adjourned the meeting.

APPENDIX VII.

PROCEEDINGS OF THE THIRD MEETING OF THE ROAD CLASSIFICATION COMMITTEE HELD IN THE CHAMBERS OF THE MINISTER FOR REVENUE AND FINANCE ON WEDNESDAY, THE 22ND AND THURSDAY THE 23RD APRIL 1942.

22nd April 1942—1 p.m.

Present.

1. *Rajamantrapravina* K. V. Anantaraman, B.A., Minister for Revenue and Finance (*Chairman*).
2. H. B. Gundappa Gowda, Esq., B.A., B.L., Minister for Local Self-Government and Public Health (*Additional Member*).
3. *Rajasevaprasakta* B. T. Kesaviengar, B.A., Revenue Commissioner in Mysore.
4. L. A. H. Winckler, Esq., A.C.G.I., M.I.E. (Ind.), Chief Engineer of Mysore.
5. G. Sundara Rao, Esq., B.A., Secretary to Government, Public Works, Railway and Electrical Departments.
6. *Rajasevasakta* Narayan V. Bapat, B.A., C.E., Superintending Engineer, Mysore Circle.
7. M. Narasimhaiya, Esq., B.A., C.E., M.I.E. (Ind.), Superintending Engineer, Shimoga Circle.
8. G. Seshagiri Rao, Esq., L.C.E., Superintending Engineer, Irrigation Circle.
9. George Matthan, Esq., B.Sc., Secretary, Mysore Traffic Board (*Secretary*).

Absent.

10. *Rajasevaprasakta* A. N. Raghavachar, M.A., Financial Secretary to Government.

Subject No. 1.—**Abolition of Interior toll-gates.**

The statement showing the present income from interior toll-gates was examined. The Chairman remarked that out of the 17 toll-gates proposed for abolition, Byrapatna and Dobspet in Bangalore District, Hosahalli in Mysore District, Wellesley Bridge in Mandya District, Narasapura in Kolar District and Honnali Bridge in Shimoga District brought in substantial income. He, however thought that the loss at present by their abolition might not be great, as the income had already gone down greatly on account of fall in

motor traffic consequent on petrol rationing. The resulting loss of revenue to Government by the abolition of interior toll-gates would be Rs. 55,000 in round figures.

It was agreed that the four toll-gates at Thalaghattapura, Hampapura, Nellurpala and Tarikere where there was heavy traffic in fuel and timber and those on the recently constructed bridges at T.-Narsipur, Akkihebbal, Gorur, Ramanathpur and Tirthahalli should be retained and the rest of the interior toll-gates abolished.

Subject No. 2:—**Raising the rate of Taxes and Tolls on motor vehicles.**

The Committee agreed that the present rate of Vehicle Tax on motor vehicles be raised as shown hereunder.—

Description of vehicle	Present rate of tax	Revised rate of tax
	HALF-YEARLY TAX	
	Rs. a. p.	Rs. a. p.
Motor cycles with side cars or tricycles.	7 8 0	9 8 0
Motor cars to carry not more than seven persons and weighing :—		
(*a*) not more than 15 cwts., unladen.	12 0 0	15 0 0
(*b*) more than 15 cwts., unladen.	18 0 0	28 0 0

Description of vehicle	Present rate of tax		Revised rate of tax	
	SHORT-TERM LICENSES			
	7 days	*30 days*	*7 days*	*30 days*
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Motor cycles :—				
(*a*) without side cars	1 0 0	3 0 0	1 4 0	3 12 0
(*b*) with side cars or tricycles.	1 4 0	3 12 0	1 12 0	5 0 0
Motor cars to carry not more than seven persons and weighing :—				
(*a*) not more than 15 cwts., unladen.	2 0 0	6 0 0	3 0 0	8 12 0
(*b*) more than 15 cwts., unladen.	3 0 0	9 0 0	4 4 0	12 8 0

With regard to increasing the present rate of toll on motor chicles, it was decided that the question might be dropped.

R. C.

Subject No. 3:—**Re-classification of Roads.**

The prevailing practice is to give separate grants for annual and special repairs of roads. It was considered that it would be better if a single grant was given in respect of each road both for its annual and special repairs. The amount available for special repairs would then be definitely known and a proper programme could be prepared beforehand. The allotment of funds for each road was examined.

Mr. Sundara Rao suggested that roads which passed through City Municipalities had to be maintained by them.

The Chairman observed that such roads were being maintained by the Municipality concerned out of its own funds supplemented by a subvention from Government.

Mr. Bapat said that the Public Works Department was maintaining such roads lying within the limits of the Mysore City Municipality for the last few years.

The Chairman remarked that it did not matter who maintained them as the grant was only for repairs. He desired to know how often recoating had to be done in the case of roads asphalted.

Mr. Winckler replied that recoating depended upon the volume of traffic on the road. In the case of Bangalore-Mysore road, he said that the sections between Mysore and Seringapatam, and Mandya and Maddur required recoating more often than the other sections of the road. Generally, recoating had to be done once in five years but on heavy sections, it had to be done every year. The cost might be estimated at Rs. 400 a furlong roughly.

With regard to trunk roads which were already asphalted, it was generally agreed that a mileage grant of Rs. 950 for sections where there was heavy traffic and Rs. 750 for the rest should be allotted.

The proposals of the Superintending Engineers in respect of State Fund roads (I Class) of Mysore Circle and of all the State Fund Roads in Shimoga Circle were scrutinised and the grants fixed as per Statement* A attached hereto. The Chairman desired that a column should be inserted in the Statement showing the length of roads tarred.

The Committee adjourned to meet again the next day at 3 p.m.

23rd April 1942—3 p.m.

All the members, except the Financial Secretary to Government, were present.

State Fund roads (II Class) of Mysore Circle and District Fund roads to be classified as marketing roads in both the Mysore and the Shimoga Circles were taken up for scrutiny. It was generally agreed that roads under this category which had heavy traffic might be allotted mileage grant ranging from Rs. 300 to Rs. 450 according to importance and the rest up to Rs. 250. On this basis, the allotment for each road was fixed as per Statements B, C and D appended hereto*.

The expenditure on State Fund roads would be met entirely from Government. With regard to District Fund roads which came under "Marketing roads", the District Boards would not be required to meet the entire cost of maintenance. They would continue to contribute, as their share, the existing mileage grant, the difference being borne by Government.

* Statement as further revised is printed at the end.

All the other District Fund roads would be maintained by the District Boards according to their resources.

Mr. Kesaviengar suggested that proper nomenclature should be given to the roads soas to avoid confusion and that they might also be numbered.

The Chairman agreed in this view and said that in printing the report, which would be a permanent record, all the information would be incorporated therein. The Committee might meet once again and pass the report. He suggested that the statements might be furnished to the Superintending Engineers for revision in the light of the above discussions with regard to nomenclature and numbering the roads and incorporating additional information such as the length of the roads tarred, etc.

The Chairman thanked the members and adjourned the meeting.

APPENDIX VIII.

PROCEEDINGS OF THE FOURTH MEETING OF THE ROAD CLASSIFICATION COMMITTEE HELD IN THE CHAMBERS OF THE MINISTER FOR FINANCE AND REVENUE AT 8-30 A.M. ON THURSDAY, THE 20TH AUGUST 1942.

Present.

1. *Rajamantrapravina* K. V. Anantaraman, B.A.,
   Minister for Finance and Revenue (*Chairman*).
2. H. B. Gundapa Gowda, Esq., B.A., B.L.,
   Minister for Local Self-Government and Public Health (*Additional Member*).
3. *Rajasevaprasakta* B. T. Kesaviengar, B.A.,
   Revenue Commissioner in Mysore.
4. *Rajasevaprasakta* A. N. Raghavachar, M.A.,
   Financial Secretary to Government.
5. L. A. H. Winckler, Esq., A.C.G.I., M.I.E. (Ind.),
   Chief Engineer of Mysore.
6. G. Sundara Rao, Esq., B.A.,
   Secretary to Government, Public Works, Railway and Electrical Departments.
7. *Rajasevasakta* Narayan V. Bapat, B.A., C.E.,
   Superintending Engineer, Mysore Circle.
8. G. Seshagiri Rao, Esq., L.C.E.,
   Superintending Engineer, Irrigation Circle.
9. George Matthan, Esq., B.Sc.,
   Secretary, Mysore Traffic Board (*Secretary*).

Absent.

10. M. Narasimhaiya, Esq., B.A., C.E., M.I.E. (Ind.),
    Superintending Engineer, Shimoga Circle.

The Secretary read out the draft Report which was adopted by Committee with verbal alterations here and there. The following lifications were also made in Chapter IV (Recommendations of the mittee) :—

(i) Para 12 to be omitted and the subsequent paras to be mbered.

(ii) Para 12 so renumbered to be recast as follows : " Roads in Mysore may be classified as follows :—

(*a*) State Fund roads, I Class, with a mileage grant of over Rs. 450, the asphalted sections carrying, however, a grant ranging from Rs. 750 to Rs. 950 per mile;
(*b*) State Fund roads, II Class, with a mileage grant ranging to a maximum of Rs. 450 ;
(*c*) Marketing roads, *i.e.*, important District Fund roads with a mileage grant up to a maximum of Rs. 450 ;
(*d*) Other District Fund roads, III Class."

(iii) Para No. 16 renumbered, to be recast as follows :—

" The mileage allotments for roads will be fixed on the following general principles :—

(*a*) In the case of State Fund roads, I Class, asphalted, Rs. 950 per mile for sections where there is heavy traffic and Rs. 750 per mile for the rest ; for sections not asphalted, over Rs. 450 per mile.
(*b*) For State Fund, II Class, and important Marketing roads, from Rs. 300 to Rs. 450 per mile and for other Marketing roads, up to Rs. 250 per mile. "

As required at the last meeting held on 23rd April 1912, the Superintending Engineers had now furnished the particulars regarding the length of the roads asphalted. The Chairman remarked that higher grants were given in respect of certain roads on the basis that the entire length had been asphalted. Now that the information furnished by the Superintending Engineers proved otherwise, it became necessary to revise the allotments already made. The statement of roads was reviewed and the grantsr eallotted as follows :—

1. *Madras-Cannanore Road.*—Out of 138½ miles asphalted Rs. 950 per mile for 50 miles and Rs. 750 for the rest. An additional distance of 8 miles of road from Paschimavahini to Yelwal was, at the instance of the Superintending Engineer, Mysore Circle, included in the above road making up its total distance to 212 miles and a mileage grant of Rs. 475 allotted for the remaining length of 73½ miles not asphalted.

The Chairman remarked that the road between Bangalore and Mysore had in many places become very bad and contrasted it with the Mettupalyam-Ootacamund road which remained quite in tact with no corrugation whatever.

Mr. G. Sundara Rao suggested that the defect was due to not premixing the metal with the emulsion before putting on the road and cited the instance of the Kolar Gold Fields road, the earliest to be asphalted in the State, which had stood up well for the past 6 years on account of premixture.

Mr. G. Seshagiri Rao said that the insufficient depth of metal put on the road was also responsible for the rapid deterioration. It was only about one inch in Mysore while it was nearly 3 to 4 inches in British India and 6 inches in Cawnpore and Lucknow.

ry Road.—Fifty-one and a half miles at Rs. 950 and the balance at Rs. 475 per mile.

3. *Mysore-Nilgiris Road.*—Thirty-three and three-fourths miles at Rs. 950 and the balance at Rs. 475.

4. *Mysore-Manantoddy Road.*—The grant was, at the instance of the Superintending Engineer, Mysore Circle, raised to Rs. 700 per mile.

5. *Nanjangud-Hasnurghat Road.*—The grant was reduced to Rs. 650 per mile as suggested by the Superintending Engineer.

Serial Numbers 6 to 10.—No change.

11. *Mysore-Residency-Yelwal Road.*—One and a half miles at Rs. 950 and the balance at Rs. 600 per mile.

It was brought to notice that the entire length of the road had been tarred. But as, according to the statement furnished by the Superintending Engineer, it was only 1½ miles that was tarred, the same was accepted. Mr. Bapat however said that this would be verified again and the correct distance intimated.

The Secretary's note bringing to notice certain doubtful points in respect of statements of roads as furnished by the Superintending Engineers was taken up for consideration.

Before proceeding with this subject, the Chairman remarked that the Road Map now in use was not entirely dependable, that the positions of important places were not correctly shown therein, and that it would be desirable if steps were taken to revise the Map. The Chief Engineer said that he would take up the matter early.

1. *Hassan-Periyapatna-Cannanore Road.*—In Mysore Circle and 2. *Balehonnur-Magundi-Balur Road* in Shimoga Circle, both of which were District Fund roads, had been included under State Fund roads. As the Committee had already come to the conclusion that, on principle, no District Fund road should be taken over as State Fund road, it was decided that both the above roads might be classified under "Marketing roads".

3. *Tiptur-Channarayapatna Road.*—Portion of this road lying in the Mysore Circle had been proposed for inclusion under Marketing roads but not the other portion lying in the Shimoga Circle. It was decided that the latter portion also should be brought under "Marketing roads".

4. *Cuddapah Railway Feeder Road.*—The proposal of the Superintending Engineer, Mysore Circle, for inclusion of another 9 miles to this road with a mileage grant of Rs. 400 was approved. A doubt was felt at the last meeting whether this was not the same as the Kolar Gold Fields Road. It was now made clear that this was a different road connecting Bowringpet-Kolar and Srinivasapur and joining the Hosakote-Royalpad Road.

5. *Bangalore-Mangalore Road* via *Mercara.*—While allotting mileage grants at the last meeting, a distance of 17½ miles was omitted out of the total length of this road on the presumption that it was a repetition of the same distance between Bangalore and Nelamangala which had already been included under *Bangalore-Honnavar Road.* The Superintending Engineer, Mysore Circle, had subsequently

clear that the above distance was from Kallambetta to Periyapatna and Siddapur Frontier. A mileage grant of Rs. 450 was proposed for this section and the same was approved.

The Superintending Engineer, Mysore Circle, was not in favour of changing the present nomenclature of the roads which had been in existence for a long time. As there appeared to be some confusion in several cases which did not clearly indicate the starting point and the termination of the road, it was thought desirable to change the present nomenclature and this was agreed to.

It was also agreed that the numbering of the roads might be done in the Chief Engineer's Office as suggested by the Superintending Engineer, Mysore Circle, after consolidating the lists of roads of both the Circles.

6. *Bangalore-Nandidurg Road.*—No allotment of grant was made for this road at the last meeting, as it was not clear which exactly the road was. The Superintending Engineer made it clear that it was the Devanhalli-Nandidurg Road measuring 18¾ miles in length and that a grant of Rs. 500 per mile was required for its maintenance. This was approved.

The Superintending Engineer, Mysore Circle, had forwarded a supplemental statement of District Fund roads to be classified as Marketing roads; which had been omitted in the original statement forwarded by him. This was taken up for consideration and mileage grants allotted as follows :—

(1) Winkler's Road to Gaddige	5¾ miles	at Rs. 300 per mile.
(2) Hunsur-Begur Road	46 ,,	
(3) Krishnarajnagar-Ramanathapur Road	20 ,,	
(4) Hampapur-Ramanathapur Road.	18 ,,	
(5) Hadya-Bettadapur Road	10 ,,	

The Superintending Engineer, Mysore Circle, had proposed enhanced mileage grants for III Class District Fund roads for consideration by the Committee. In view of the fact that most of the important District Fund roads had been classified under Marketing roads, the maintenance of which vested in the Public Works Department, it was considered desirable to leave the task of maintaining the other District Fund roads to the District Boards themselves.

7. *Arsikere-Channarayapatna Road.*—No grant had been allotted to this road at the last meeting, as it was not clear which exactly the road was. It was subsequently made clear that it was the road running *via* Gandasi, 28 miles in length. A mileage grant of Rs. 300 had also been asked therefor. This was approved.

8. The proposal of the Superintending Engineer to change the *Holenarsipur-Arkalgud-Mallipatna Road* into *Channarayapatna-Holenarsipur-Kodlipet Road* with an additional distance of 14 miles and involving an additional grant of Rs. 3,500 was also approved.

Mr. Bapat suggested that the Madras-Cannanore road might be split up into four roads as (i) Bangalore-Madras Road, (ii) Bangalore-

Mysore road *via* Mandya, (iii) Mysore-Cannanore road, and (iv) Paschimavahini-Yelwal road.

Mr. B. T. Kesaviengar suggested that it would be advantageous to have a Motor Map and a Road Map prepared.

The Chairman suggested that in the Road Posts, the name of the place of ultimate destination with distance and also the name of the nearest place of importance with distance might be indicated as had been done in British India.

The Secretary was asked to have the statement of roads revised in accordance with the changes as approved above and forward the same to the Superintending Engineers.

The Secretary was also instructed to forward the draft Report of the Committee as approved in this meeting to the members for attestation.

The meeting adjourned at 10-30 A.M.

APPENDIX IX.

Statement showing the mileage grants for maintenance of roads under the charge of the Public Works Department as finally approved by the Road Classification Committee.

Sl. No.	Name of road	Length tarred	Mileage grant																	Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
		M. F.																		Miles	Rs.
	State Fund Roads— I. Mysore Circle—																				
1	Madras-Cannanore Road ...	132·4	50	82½	...	...	...	...	73½	...	...	...	...	...	...	...	...	...	...	206	1,44,288
2	Salem-Bellary road ...	51·5	51½	...	...	...	...	...	52½	...	...	...	...	...	...	...	...	...	...	104	73,922
3	Mysore-Nilgiris road ...	33·6	33½	...	...	...	...	...	24½	...	...	...	...	...	...	...	...	...	...	58	43,582
4	Mysore-Manantody road ...	...	...	...	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54	37,800
5	Nanjangud-Hasnurghat road ...	...	...	...	...	45½	...	...	...	...	...	...	...	...	...	...	...	...	...	45½	29,575
6	Gundlupet-Sultanbattery road ...	...	...	...	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	15,400
7	Periyapatna-Fraserpet road ...	...	...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	7,700
8	Maddur-Sivanasamudram Falls road ...	...	...	...	...	...	...	...	...	...	29½	...	...	...	...	...	...	...	...	29½	11,800
9	Mulbagal railway Feeder road ...	...	...	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	17	5,100
10	Mysore Residency-Yelwal road ...	7·4	7½	...	...	...	1½	...	...	...	...	...	...	...	...	...	...	...	...	9	8,025
11	Mysore-Belagola road ...	8·4	...	8½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8½	2,625
12	Bangalore-Suburban roads ...	6·0	...	6	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	7	5,150
13	Bowringpet-Kolar Gold Fields and Suburban roads.	4·6	...	4½	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23½	16,863
14	Balaghat-Marikuppam road ...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	6	2,700
15	Bangalore-Devanhalli-Bagepalli Frontier	20·0	20	...	...	...	...	...	...	...	...	...	15½	...	26½	...	...	...	...	62	28,925
16	Yelahanka-Hindupur road ...	15·0	15	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...	46	23,550
17	Hosakote-Royalpad Frontier ...	...	...	...	...	...	...	...	...	...	...	...	54	...	...	...	...	...	...	54	16,200

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	State Fund Roads— I. Mysore Circle.—*concld.*	M. F.																		Miles	Rs.
18	Nelamangala-Kunigal-Hassan road ...	...	...	...	...	...	...	...	...	58	...	...	...	...	...	...	...	...	...	58	26,100
19	Bangalore Honnavar road ...	2·0	2	...	...	...	...	...	...	...	53½	...	...	...	...	...	...	...	...	55½	23,300
20	Bowringpet-Kolar-Srinivaspur Railway Feeder road.	...	...	...	...	...	...	...	...	...	9	...	...	...	24½	...	...	...	...	33½	8,500
21	New road to Krishnarajasagara ...	...	...	...	...	...	...	...	...	..	...	...	...	3	...	...	...	...	...	3	750
22	Seringapatam Railway Station-Gumbaz road	...	...	...	..	...	...	...	...	...	...	...	...	...	3½	...	...	...	...	3½	700
23	Motor road to Nandi Hills ...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	5	2,500
24	Tumkur-Madhugiri-Bellary road ...	...	...	...	...	...	...	...	...	...	...	...	25	...	40	...	...	...	...	65	15,600
25	Hessarghatta Tank Bund road ...	0·1	½	...	...	...	...	...	...	...	8½	...	...	...	...	...	...	...	...	8½	3,469
26	Shimshapur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	6	1,200
27	Rampart road ...	...	...	...	...	...	...	...	...	...	...	...	...	2½	...	...	...	...	...	2½	563
28	Hondrabal-Chamarajanagar road ...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	9	3,600
29	Bridle path to Himavad Gopalaswami Hills.	...	...	...	...	...	...	...	...	...	...	...	3½	...	...	...	...	...	...	3½	1,050
30	Hunsur-Siddapur road ...	0·2	½	...	...	...	...	...	..	17½	...	...	...	...	...	...	...	...	...	17½	8,000
30	Total State Fund Roads, Mysore Circle ...	277	180½	96½	106	46½	1½	5	160½	81½	109½	...	145½	5½	109½	...	...	...	...	1,028½	5,68,487
26	Do do do Shimoga do ...	25·5	25½	...	58½	...	57½	...	...	12½	47½	38	258½	66	...	13	7	2	6	1,131½	4,56,126
56	Total State Fund Roads ...	302·5	205½	96½	164½	46½	58½	5	160½	205½	585½	38	404	71½	100½	13	7	2	6	2,160½	10,24,563
82	Do Marketing do ...	8·3	..	...	...	...	...	18½	...	73½	354½	42	400	399	471	27	3½	...	...	1,789½	5,17,400
138	Grand Total ...	311	205½	96½	164½	46½	58½	23½	160½	278½	940½	80	804	470½	571½	40	10½	2	6	3,949½	15,41,963

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	State Fund roads—																				
	II. Shimoga Circle—																			Miles.	Rs.
1	Bangalore-Honnavar road ...	5·7	6	...	...	...	...	...	...	...	123	...	...	...	...	...	...	...	...	129	54,900
2	Kadur-Mangalore road ...	3·6	3½	...	58½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	62	44,333
3	Shimoga-Agumbe road ...	1·3	1½	...	...	...	57½	...	...	...	...	...	...	...	...	...	...	...	...	58½	36,533
4	Bangalore-Mangalore road ...	1·7	2	...	...	...	...	...	...	83	...	...	...	...	...	...	...	...	...	85	59,250
5	Bangalore-Dharwar (Hiriyur-Haribar) road	9·0	9	...	...	...	...	...	...	41	...	...	24	...	...	...	...	...	...	74	34,200
6	Tarikere-Agumbe road ...	1·4	1½	...	...	...	...	...	...	...	20½	38	...	...	...	...	..	...	...	60	22,925
7	Vasthara-Koppa road ...	...	...	...	...	..	...	...	..	...	49	...	...	...	..	...	...	...	...	49	19,600
8	Kottigehar-Kalasa road ...	...	...	...	...	...	...	...	...	...	27	...	...	...	...	...	...	...	...	27	10,800
9	Tumkur-Hiriyur-Rampur boundary ...	·5	½	...	...	...	...	...	...	...	88½	...	...	...	...	...	...	...	...	89	35,875
10	Hassan-Chikmagalur road ...	·5	½	...	...	...	...	...	...	...	34½	...	...	...	...	...	...	...	...	85	14,275
11	Banavar-Belur-Mudigere road ...	1·0	1	...	...	...	...	...	...	...	49	...	...	...	...	...	...	...	...	50	20,550
12	Chikmagalur-Tarikere road ...	...	...	...	...	...	...	...	...	...	...	...	35	...	...	...	...	...	...	85	10,500
13	Bababudan Hill road ...	...	...	...	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	37	14,800
14	Sukravarasanthe-Subramanya road ...	...	—	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	19	5,700
15	Shimoga-Haribar road ...	...	...	...	...	...	...	...	...	...	48	...	...	...	...	...	...	...	...	48	19,200
16	Chitaldrug-Bhadravathi road ...	...	...	...	...	...	...	...	...	...	...	...	59	...	...	...	...	...	...	59	17,700
17	Shimoga-Sorab-Sirsi road ...	...	...	...	...	...	...	...	...	...	...	...	...	66	...	...	...	...	...	66	16,500
18	Shantaveri-Kalhatti road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4½	...	...	4½	450
19	Koppa-Balagadi road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2½	...	...	2½	250
20	Ayanur-Hosanagar-Nagar-Hulikal boundary	...	...	...	...	...	...	...	...	...	...	...	52	...	...	...	..	...	...	52	15,600
21	Talaguppa-Arsigod-Kogar road ...	...	...	...	...	...	...	...	...	...	...	...	26	...	...	...	...	...	...	26	7,800
22	Avinahalli-Kogar-Nagavalli Frontier ...	...	...	...	...	...	...	...	...	...	...	...	43½	...	...	...	...	...	...	43½	12,975
23	Talaguppa-Honnyghat road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	300
24	Gerosoppa Falls road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	300
25	Pool road to jog Falls ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	150
26	Hiriyur-Vanivilaspur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	11	1,650
26	Total-State Fund roads, Shimoga Circle ...	25·5	25½	...	58½	...	57½	...	...	124	476½	38	258½	66	...	13	7	2	6	1,131½	4,56,125
30	Do do Mysore do ...	277	180½	96½	106	46½	1½	5	150½	81½	109½	...	145½	5½	100½	...	...	...	...	1,028½	5,68,437
56	Total-State Fund roads ...	302·5	205½	96½	164½	46½	58½	5	150½	205½	585½	38	404	71½	100½	13	7	2	6	2,160½	10,24,563
82	Do Marketing roads ...	8·3	...	...	...	...	...	18½	...	73½	354½	42	400	399	471	27	3½	...	...	1,789½	5,17,400
138	Grand Total ...	311	205½	96½	164½	46½	58½	23½	150½	278½	940½	80	804	470½	571½	40	10½	2	6	3,949½	15,41,963

Sl. No.	Name of road	Length tarred	Mileage grant																	Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Marketing (District Fund) roads.—III Shimoga Circle.—	M. F.																		Miles	Rs.
1	Davangere-Annaji-Jagalur road ...	1.0	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	31	7,750
2	HaribarHarapanahalli road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	7	1,050
3	Bharatahalli Aloor loop road ...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	3	900
4	Koppa-Tirthahalli road ...	...	...	...	...	...	...	...	...	15½	...	...	...	...	...	...	...	...	...	15½	6,975
5	Shimoga-Narsimharajapur road ...	...	...	...	...	...	...	...	...	...	...	...	...	23½	...	...	...	...	...	23½	5,875
6	Arsikere-Channarayapatna road ...	...	...	...	...	...	...	...	...	...	...	...	28	...	...	...	...	...	...	28	8,400
7	Tiptur-Channarayapatna road ...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	21	8,400
8	Manjarabad-Kodlipet road ...	...	...	...	...	...	...	...	...	...	...	...	...	15	..	...	...	...	...	15	3,750
9	Hampapur-Ramanathapur road ...	...	...	...	...	...	...	..	...	...	...	...	...	...	8	...	...	...	...	8	1,600
10	Hassan-Periyapatna-Cannanore road ...	...	...	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	...	37	16,650
11	Birur-Lingadahalli road ...	...	...	...	...	...	...	...	...	...	...	...	...	..	10	...	...	...	...	10	2,000
12	Ramanathapur-Fraserpet road ...	...	...	...	...	...	...	...	...	..	...	...	...	...	8	...	...	...	...	8	1,600
13	Yelwal-Hassan road ...	...	...	...	...	...	...	...	...	...	82½	...	...	...	.	...	...	...	...	82½	18,000
14	Bhadravathi-Umblebyle road ...	...	...	...	...	...	...	...	...	...	..	...	...	12	...	...	...	...	...	12	3,000
15	Banavar-Sakrepatna road ...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	18	4,500
16	Tarikere-Hosadurga road ...	...	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	31	7,750
17	Chikmagalur—Narasimarajapura road ...	...	...	...	...	...	...	...	...	...	...	...	...	19½	...	...	...	...	...	19½	4,875
18	Ayanur Honnali road ...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	21	5,250
19	Sagar-Shiralkoppa road ..	...	...	...	...	...	...	...	...	...	...	...	...	...	22	...	...	...	...	22	4,400
20	Shiralkoppa-Hirekarur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	9	1,800
21	Shiralkoppa-Hanagal road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	21	4,200
22	Magadi-Javagal road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	14	2,800
23	Birur-Ajjampur road ...	...	...	...	...	...	...	...	..	...	...	...	...	...	9	...	...	...	...	9	1,800
24	Sringeri-Kigga road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	4	800

APPENDIX IX—(*contd*).

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Marketing (District Fund) roads.—III Shimoga Circle—(*contd*).	M. F																		Miles	Rs.
25	Arsikere-Hassan road ...	...	...	...	...	...	...	...	...	...	...	...	...	25	...	...	...	...	...	25	6,250
26	Tiptur-Dudda road ...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	..	...	...	15	4,500
27	Channarayapatna-Sravanabelagola road.	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	7	2,100
28	Arsikere-Huliyar road ...	...	...	...	...	...	...	...	...	...	...	...	..	22	...	...	...	...	...	22	5,500
29	Bage-Belur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	...	...	...	...	17	3,400
30	Hanagal-Rayadurga road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	6	1,200
31	Anemahal-Mudgere road ...	...	...	...	...	...	...	...	...	...	...	...	...	16½	...	...	...	...	...	16½	4,125
32	Mudgere-Belur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	20	3,000
33	Channarayapatna-Hole-Narsipur-Arkalgud-Kodlipet road ...	...	...	...	...	...	...	...	...	...	...	...	...	36	...	...	...	...	...	36	9,000
34	Balehonnur-Magundi-Balur road ...	...	...	...	...	...	...	...	...	...	...	...	18½	...	...	...	...	...	...	18½	5,625
34	Total Marketing (District fund) roads Shimoga Circle.	1·0	...	...	...	...	...	...	...	52½	53½	...	71½	270½	126	27	...	...	...	608½	1,63,825
48	Total Marketing (District fund) roads Mysore Circle.	7·3	...	...	...	...	...	18½	...	21	801½	42	828½	128½	343	...	3½	...	...	1,186½	3,53,575
82	Total Marketing (District fund) roads	8·3	...	...	...	...	...	18½	...	73½	854½	42	400	399	471	27	8½	...	...	1,789½	5,17,400
56	,, State fund roads ...	302·5	205½	102½	164½	46½	58½	5	150½	205½	585½	38	401	71½	100½	13	7	2	6	2,160½	10,24,563
138	Grand total	311	205½	102½	164½	46½	58½	23½	150½	278½	940½	80	801	470½	571½	40	10½	2	6	3,949½	15,41,963

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Marketing (District Fund) roads— IV Mysore Circle—	M. F.																		Miles	Rs.
1	Bangalore-Mysore road *via* Kankanhalli	2.0	...	...	...	...	...	...	...	...	80½	...	...	...	...	...	...	...	...	80½	32,300
2	Hunsur-Krishnarajanagar road ...	...	...	...	...	...	...	...	...	...	18½	...	...	...	...	...	...	...	...	18½	5,500
3	Gundlupet-Chamarajanagar road ...	...	...	...	..	...	...	...	...	...	...	...	20	...	...	...	...	...	...	20	6,000
4	T.-Narsipur-Chamarajanagar road ...	...	...	...	..	...	...	...	...	...	21	...	...	...	...	...	...	...	...	21	8,400
5	Mysore-Talakad-Sivasamudram road ...	...	...	...	...	...	...	...	...	...	...	...	33	...	...	...	...	...	...	33	9,900
6	Nanjangud-T.-Narsipur road ...	...	...	...	...	...	...	...	...	..	17	...	...	...	...	...	...	...	...	17	6,800
7	Sosale-T.-Narsipur road ...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	2	800
8	Bilikere-Hassan road ...	...	...	...	...	...	...	...	...	...	23	...	...	...	...	...	...	...	...	23	9,200
9	Mysore-Mahadevapura road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	10½	...	...	...	...	10½	2,100
10	Mugur-Kollegal deviation road ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	300
11	Bangalore suburban roads ...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	7	2,100
12	Bangalore-Magadi-Huliyurdurga road ...	0.7	...	...	...	...	...	...	...	...	30	...	...	...	19	...	...	...	...	49	15,800
13	Bangalore-Anekal road *via* Banneraghatta	...	...	...	...	...	...	...	...	...	27½	...	...	...	...	...	...	...	...	27½	11,100
14	Bangalore-Sarjapur Dommasandra road	1.7	...	...	...	...	..	...	...	...	10	...	...	...	...	...	...	...	...	10	4,000
15	Bangalore-Varthur road ...	2.5	...	...	...	..	...	...	...	...	8	...	...	...	...	...	...	...	...	8	3,200
16	Nelamangala-Gollahalli-Doddaballapur road ...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	21	6,300
17	Devanahalli-Nandidurg road ...	...	...	...	...	...	...	18½	...	...	...	...	..	..	...	...	...	...	...	18½	9,975
18	Dobspet-Koratagere road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	..	...	...	...	21	4,200
19	Subramanyaghat Temple road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	8½	...	...	...	...	8½	1,700
20	Tumkur-Kunigal-Maddur road ...	...	...	...	...	...	...	...	...	...	25	...	...	29	...	...	...	...	...	54	17,250
21	Nelligere-Sira road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	56	...	...	...	...	56	11,200
22	Tumkur-Chelur-Bukkapatna road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	40	...	...	...	...	40	8,000
23	Banavar-Sira road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	...	...	...	...	41	8,200
24	Madhugiri-Sira road ...	...	...	..	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	21	4,200
25	Tumkur Railway Station road ...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	3½	...	...	3½	850

APPENDIX IX—(*contd.*)

Sl. No.	Name of road	Length tarred	Mileage grant																Total length	Total cost
			Rs. 950	Rs. 750	Rs. 700	Rs. 650	Rs. 600	Rs. 500	Rs. 475	Rs. 450	Rs. 400	Rs. 350	Rs. 300	Rs. 250	Rs. 200	Rs. 150	Rs. 100	Rs. 75	Rs. 50		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Marketing (District Fund) roads IV Mysore Circle—	M. F.																		Miles	Rs.
26	Tiptur-Channarayapatna road ...	...	...	...	...	...	...	...	..	...	6	...	...	...	...	..	...	...	...	6	2,400
27	Madhugiri-Hindupur road ...	...	...	...	...	...	...	...	...	...	...	.....	.....	...	19	..	...	...	...	19	3,800
28	Hosakote-Sidlaghatta road ...	...	...	...	...	...	...	...	...	...	...	..	...	...	23	...	...	...	...	23	4,600
29	Chintamani-Bagepalli road ...	...	...	...	...	...	...	...	...	...	...	.....	...	35	...	...	...	...	...	35	8,750
30	Chikballapur-Nandi road ...	...	...	...	...	...	...	...	...	...	...	.....	...	...	4½	...	...	...	...	4½	900
31	Peresandra-Sadli road ...	...	...	...	...	...	...	...	..	...	...	...	...	...	8	...	...	...	.....	8	1,600
32	Peresandra-Goribidnur road ...	...	..	...	...	...	...	...	...	...	...	...	...	...	25	..	...	...	...	25	5,000
33	Kolar-Dobspet road ...	...	...	...	...	...	...	...	...	...	...	...	68½	...	...	...	...	...	...	68½	20,550
34	Mulbagal-Goribidnur road ...	...	...	...	...	...	...	...	...	...	...	.....	78	...	...	...	.....	...	.....	78	23,400
35	Seringapatam-Sosale-Sivasamudram road	...	...	...	...	...	...	...	...	...	...	.42	...	..	...	...	...	...	.....	42	14,700
36	Mandya-Nagamangala road ...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	..	...	15	3,750
37	French-Rocks Railway Station-Nelligere road ...	...	...	...	...	...	...	..	..	...	...	...	...	36	...	...	...	...	...	36	9,000
38	Seringapatam-Channarayapatna road ...	...	...	...	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	37	14,800
39	Yediyur-Tiptur road ...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	...	...	..	...	35	7,000
40	Goribidnur-Madhugiri road ...	...	...	...	...	...	...	...	...	...	...	...	...	13½	...	...	...	...	...	13½	3,375
41	Road around Devarayandurga Hills ...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	..	...	...	8	1,600
42	Hangala-Himavad Gopalaswami Hills	...	..	...	...	...	...	...	...	...	..	...	...	...	3½	...	...	...	..	3½	700
43	Hassan-Periyapatna-Cannanore road ...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	...	21	9,450
44	Winckler's road to Gaddige ...	...	...	...	...	...	...	...	...	...	...	...	5½	...	...	...	...	...	...	5½	1,725
45	Hunsur-Begur road ...	...	...	...	...	...	...	...	...	...	...	...	46	...	...	...	...	...	...	46	13,800
46	Krishnarajanagar-Ramanathapur road...	...	...	...	...	...	...	...	...	...	...	..	20	...	...	...	..	...	...	20	6,000
47	Hampapur-Ramanathapur road ...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	18	5,400
48	Hadya-Bettadapura road ...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	10	3,000
49	Total Marketing (District Fund) roads, Mysore Circle ...	7.3	...	...	...	...	...	18½	...	21	301½	42	328½	128½	313	...	3½	...	...	1,186½	3,53,575
54	Total Marketing (District Fund) roads, Shimoga Circle ...	1.0	...	...	...	...	...	...	...	52½	53½	...	71½	270½	128	27	...	...	...	603½	1,63,825
82	Total Marketing (District Fund) roads	8.3	...	...	...	...	...	18½	...	73½	354½	42	400	399	471	27	3½	...	...	1,789½	5,17,400
56	Total State Fund roads ...	802.5	205½	102½	164½	46½	58½	5	150½	205½	585½	38	404	71½	100½	13	7	2	6	2,160½	10,24,563
138	Grand Total ...	311	205½	102½	164½	46½	58½	23½	150½	278½	940½	80	804	470½	571½	40	10½	2	6	3,949½	15,41,963

ABSTRACT.

Classification of road	Circle	Repairs and maintenance grants			Difference between columns 3 and 5 = +
		Existing	Proposed by the Suptdg. Engineer	Recommended by the Committee	
1	2	3	4	5	6
		Rs.	Rs.	Rs.	Rs.
State Fund roads ...	Mysore	5,16,521	6,70,097	5,68,437	51,916
	Shimoga	3,80,575	5,50,608	4,66,126	75,551
	Total	8,97,096	12,20,105	10,24,563	1,27,467
Marketing roads ...	Mysore	1,64,030	5,41,213	3,53,575	1,89,549
	Shimoga	69,279	1,57,953	1,63,825	94,546
	Total	2,33,309	6,99,166	5,17,400	2,84,091
State Fund and marketing roads	Grand Total	11,30,405	19,19,271	15,41,963	4,11,558

WD 5128- GPB—250—15-1 43

Appendix F G—1]

SUBJECT ..... Abolition of Interior toll gates.

(Draft as per instructions)

Section

File No.

Serial No.

Diary No. of letter replied to.....

No. T. 3315 /R.T. Dt 12-6-43.

General and Revenue Secretariat

( )

the *19* .

To

The Rev: Comsr. in Mysore.

Sir,

Date of issue.....

I am directed to state that on the recommendations of the Road Classification Committee, Govt. have decided to abolish all the interior toll gates in the State with the exception of those noted in the margin and final orders in this behalf are expected to issue shortly after the meeting of the Legislative Council to which the question of enhancement of tax on motor vehicles has been referred for acceptance. Pending the issue of orders in this behalf, I am to refer

Signed by .....

12/6/43

1. Malagattapura
2. Hampapura
3. Nallurpalya
4. Tarikere
5. T. Narsipur Bridge
6. Akkihebbal "
7. Ramanathapura "
8. Gorur "
9. Mirthahalli "

List of enclosures..... Nil

Copied by .....

Examined by .....

You kindly to take the necessary further action in the matter.

Yours

by

Secy: to Govt
Law Deptt

T3346-54 | R.T. 2 15.6.43.

Copy W/c to the Secy to Govt. for information and necessary preliminary action.

Yours.

for Secy: to Govt
Law Deptt

15/6/43

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

General and Revenue Secretariat,

No. T.3528 R.T. 54-42-2 *Dated Bangalore,* 29.6.43.19

NOTIFICATION.

In exercise of the powers conferred upon them by Section 22 of the Mysore Road Traffic and Taxes Act VI of 1935, the Government of His Highness the Maharaja are pleased to exempt all private motor cycles and cars having current and valid vehicle tax licenses, from payment of tolls at all Interior Toll Gates in the State with the exception of the recently constructed Bridge Toll Gates enumerated below and such of those to be constructed hereafter. This will have effect from 1st July 1943 -

Recently constructed Bridge Toll Gates.

1. Sri Krishnarajendra and Vani Vilas Bridge at T.Narsipur.
2. Sri Narasimharaja Bridge in Krishnarajpet Taluk.
3. Gorur Bridge in Hassan Taluk.
4. Ramanathapur Bridge in Arkalgud Taluk.
5. Sri Jayachamarajendra Bridge at Thirthanalli and
6. Karagallu Bridge at Jog in Shimoga District.

By Order,

for Secretary to Government,
Law Department.

The Compiler, Mysore Gazette, for publication in Part III. of 1. of the next issue of the Gazette and for supplying spare copies direc as hereunder -

25 copies each to the Deputy Commissioners of Districts, 15 copies each to the Revenue Commissioner in Mysore and the Comptroller to Government, 50 copies to the Inspector General of Police in Mysore 95 copies to the Secretary, Mysore Traffic Board.

M. T. B.F. 12.

MYSORE TRAFFIC BOARD.

(*Continuation sheet draft form.*)

Notification.—

No. T. 3528/RT. 54-~~xx~~-2 (ab)

Dy. 2nd June 1943. (1)

In exercise of the powers conferred upon them by Section 22 of the Mysore Road Traffic and Taxes Act VI of 1935, the Govt. of H.H. the Maharaja are pleased to exempt ~~from payment of tolls~~ all private motor cycles and cars having current and valid Vehicle tax licenses, from payment of tolls at all Interior Toll gates in the State with the exception of the recently constructed Bridge Toll gates enumerated below and those hereafter constructed. This will have effect from 1st July 1943.

Recently constructed Bridge Toll gates

1. Sri Krishnarajendra and Vani Vilas Bridge at T. Narsipur.
2. Sri Narasimharaja Bridge in Krishnarajapet Taluk.
3. Gorur Bridge in Hassan Taluk.
4. Ramanathapura Bridge in Arkalgud Taluk.
5. Sri Jayachamarajendra Bridge at Nirthadalli.
6. Karagallu Bridge at Jog in Shimoga District.

By order,

6
25-

Secy. to Govt. Law Dept.

P.T.O.)

The Comptr., Mysore Gazette for
publication in Part III-1 of the next issue
the Gazette and to supplying 95 copies
this Direct as hereunder :—

25 copies each to the Secy to Govt, 15 copies
each to the Revl Comrs and the Comptr, 50 copies
to the I.G. of Police in Mysore and 95 copies
to the Secy, Mysore Sruffre Board.

T3529 | R.T. Dt 29-6-63.

Copy w/c to the I.G. of Police in Mysore
~~the Revl Comrs in Mysore~~ for information
and issue of necessary instructions to all
concerning officers in the matter.

Sd.

for Secy to Govt
Law Dept

T3530-39 | R.T. d. 29-6-63

Copy w/c to the Revl Comrs in Mysore,
the Secy to Govt for information and issue of
necessary instructions to the Sales tax staff

Sd.

for Secy to Govt
Law Dept

LAW SECRETARIAT

No. T. 3528—*R. T.* 54-42-2, *dated* 29*th June* 1943.

In exercise of the powers conferred upon them by Section 22 of the Mysore Road Traffic and Taxes Act VI of 1935, the Government of His Highness the Maharaja are pleased to exempt all private motor cycles and cars having current and valid vehicle tax licenses, from payment of tolls at all Interior Toll-gates in the State with the exception of the recently constructed Bridge Toll-gates enumerated below a d such of those to be constructed hereafter. This will have effect from 1st July 1943:—

Recently constructed Bridge Toll-gates.

1. Sri Krishnarajendra and Vani Vilas Bridge at T.-Narsipur.
2. Sri Narasimharaja Bridge in Krishnarajpet Taluk.
3. Gorur Bridge in Hassan Taluk.
4. Ramanathapur Bridge in Arkalgud Taluk.
5. Sri Jayachamarajendra Bridge at Tirthahalli.
6. Karagallu Bridge at Jog in Shimoga District.

By Order,

C. NARAYANASWAMY NAIDU,
Secretary to Government,
Law Department.